

**A RESOLUTION OF THE MAYOR AND COUNCIL OF THE**  
**CITY OF COLLEGE PARK, MARYLAND**  
**TO ADOPT A COMPLETE & GREEN STREETS POLICY**

- WHEREAS,** safe, convenient, and accessible transportation for all users is a priority of the City of College Park; and
- WHEREAS,** “Complete Streets” describe a comprehensive, integrated transportation and land use network where the right-of-way (ROW) is designed and operated to allow safe and convenient travel along and across all streets for all users, including pedestrians, bicyclists, persons with disabilities, seniors, children, and motorists; and
- WHEREAS,** “Green Streets” describe roadways that incorporate plantings or other vegetative practices along the ROW that are designed to reduce the amount of pollutants in storm water runoff; and
- WHEREAS,** Complete Streets improve public health and safety by reducing the risk of injuries and fatalities for users of all modes of transportation; and
- WHEREAS,** Complete Streets are designed with the safety and convenience of pedestrians and bicyclists in mind while aiming to increase the number of people walking and bicycling; and
- WHEREAS,** Complete Streets represent a balanced transportation and land use system that inherently encourage people to walk and bicycle to everyday destinations, such as schools, shops, restaurants, businesses, parks, transit, and jobs, which in turn enhances the City’s economic vitality and livability; and
- WHEREAS,** encouraging people to walk, bicycle, and use public transit saves resources, reduces air pollution, and reduces emissions that contribute to global warming; and
- WHEREAS,** Complete Streets encourages an active lifestyle by creating opportunities to integrate exercise into daily activities, thereby helping to reduce the risk of obesity and its associated health problems; and
- WHEREAS,** Green Streets improve the environment by reducing the impact that impervious surfaces have on our waterways by slowing down and pre-filtering storm water runoff from our roads, helping to alleviate drainage issues; and

**WHEREAS,** in light of the foregoing benefits and considerations, the City of College Park wishes to implement a Complete and Green Streets network within the City and desires to recognize the principles of Smart Growth by forming a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing neighborhood context and using the best practice design guidelines and standards; and

**WHEREAS,** a Complete Streets Policy and Implementation Plan Report was prepared for the City under a Transportation Land Use Connections technical assistance grant administered by the Washington Metropolitan Council of Governments which included public input and a presentation to the Council.

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and Council of the City of College Park, Maryland that the City of College Park adopts the College Park Complete and Green Streets Policy attached hereto as Attachment 1, and made part of this Resolution.

**ADOPTED** by the Mayor and Council of the City of College Park, Maryland at a regular meeting on the 12<sup>th</sup> day of April, 2016.

**EFFECTIVE** the 12<sup>th</sup> day of April, 2016

**WITNESS:**

**THE CITY OF COLLEGE PARK,  
MARYLAND:**

Janeen S. Miller  
Janeen S. Miller, City Clerk

Patrick L. Wojahn  
Patrick L. Wojahn, Mayor

**APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY:**

Suellen M. Ferguson  
Suellen M. Ferguson, City Attorney

Attachment 1: College Park Complete and Green Streets Policy

**ATTACHMENT 1****COLLEGE PARK COMPLETE AND GREEN STREETS POLICY****A. DEFINITIONS**

1. “Complete Street” means a street or roadway that allows safe and convenient travel by all of the following categories of users: pedestrians, bicyclists, persons with disabilities, motorists, seniors and children and that creates a shared space for all users to the extent practicable.
2. “Transportation Project” means any development, project, program, or practice that affects the transportation network within the City of College Park, including any construction, reconstruction, resurfacing or rehabilitation of any public street or roadway.
3. “Green Street” means a roadway that incorporates plantings or other vegetative practices along the ROW that are designed to reduce the amount of pollutants in storm water runoff. Curb or storm drain modifications are usually necessary to divert the storm water into these practices. Runoff that has traversed through these practices enters the storm drain system with fewer pollutants.
4. “Pedestrian Infrastructure” includes sidewalks, paths, bus shelters, benches and other street furniture and pedestrian lighting within the public ROW.
5. “Bicycle Infrastructure” includes bicycle racks, bike share stations and equipment, bicycle trails, lanes, sharrows, and signage within the public ROW.

**B. COMPLETE AND GREEN STREETS FRAMEWORK**

It shall be the policy of the City to develop and implement an integrated and connected multimodal network of Complete and Green Streets that serve all neighborhoods. The Planning Department and City Engineer shall lead this effort. Toward this end:

1. Every transportation project, and phase of that project (including planning, scoping, funding, design, approval, implementation), by the City shall strive to provide for Complete and Green Streets for all categories of users identified in Section A.1. of this policy recognizing the need for flexibility in balancing user needs.



2. Wherever possible, transportation projects shall strive to create a network of continuous bicycle- and pedestrian-friendly streets including streets that connect with transit and provide convenient access to residential areas, commercial areas and schools. Streets shall include provisions for trees and strive to incorporate green streets techniques where appropriate.
3. All Complete and Green Streets shall be designed to be context sensitive taking into consideration the character of the surrounding neighborhood. It is recognized that the City has ROW's with variable widths and other conditions that may affect the design of a roadway.
4. The Planning Department and City Engineer shall coordinate with all stakeholders including residents, neighborhood associations and County and State agencies to create Complete and Green Streets on all roadways serving the City. The City shall seek to implement projects that advance County and State stormwater goals wherever possible.
5. The Planning Department and City Engineer shall coordinate with adjacent jurisdictions and other public agencies to enable, wherever possible, connections to bicycle- and pedestrian-friendly routes beyond the City's boundaries.
6. The City shall rely upon the current editions of street design standards and green streets guidelines that promote and support Complete and Green Streets including but not limited to the following:
  - *Urban Street Design Guide* and *Urban Bikeway Design Guide* (National Association of City Transportation Officials - NACTO)
  - *Designing Walkable Urban Thoroughfares: A context sensitive approach* (Institute of Transportation Engineers/Congress for the New Urbanism)
  - *Pedestrian Safety Guide and Countermeasure Selection System* (U.S. Department of Transportation, Federal Highway Administration)
  - *Bicycle Safety Guide and Countermeasure Selection System* (U.S. Department of Transportation, Federal Highway Administration)
  - *Separated Bike Lane Planning and Design Guide* (U.S. Department of Transportation, Federal Highway Administration)

- *Municipal Handbook: Green Streets* (U.S. Environmental Protection Agency)

### C. IMPLEMENTATION

The next steps for implementation include the following:

1. Compile an inventory of all City Streets in a database that includes ROW width, pavement width, curb and gutter, parking facilities, transit accommodations, bicycle and pedestrian infrastructure and storm water management facilities.
2. Identify incomplete City streets particularly where the conditions are conducive to the construction of bicycle and pedestrian features to take advantage of funding available for this purpose.
3. Evaluate Capital Improvement Program projects, including the Pavement Management Plan, for the potential to include complete and green streets practices.
4. Identify stormwater drainage issues that could be alleviated through green streets practices or other roadway alterations.
5. Seek supplemental sources of funding, including public and private sources, to assist in the implementation of this policy.
6. Examine Complete and Green Streets design standards and practices during the development review process for all new development in the City and make every effort to implement them.
7. Utilize interdepartmental coordination and provide appropriate staff training to promote the efficient and responsible implementation of this policy.
8. Include implementation of this policy in the City's strategic action plan.

### D. EXCEPTIONS TO POLICY AND IMPLEMENTATION CONSTRAINTS

This section recognizes that there may be limiting factors to implementation of this policy. A specific category of user may be excluded if one or more of the following conditions apply:

1. Use of the roadway is prohibited by law for the category of user (e.g., pedestrians on an interstate freeway). In this case, efforts shall be made to accommodate the excluded category of user on a parallel route.
2. There is an absence of both a current and future need to accommodate the category of user shown via demographic, school, employment, and public

transportation route data that demonstrate a low likelihood of bicycle, pedestrian or transit activity in an area over the next 20 years.

3. The cost would be excessively disproportionate to the current need or future need over the next 20 years.
4. There is less than 35 feet of ROW width available and the City is unable to acquire additional ROW or obtain easements for the accommodations.
5. There are site-specific constraints such as topography (steep slopes) or mature vegetation.
6. There is no community support for the proposed project.

#### E. PERFORMANCE MEASURES

In order to evaluate whether the City transportation network is adequately serving each category of user, The Planning Department and City Engineer shall collect baseline and annual data on matters relevant to this Policy, including the following information:

1. Linear feet of pedestrian infrastructure
2. Number and type of other pedestrian infrastructure
3. Miles of bike lanes and sharrows
4. Number and type of other bicycle infrastructure improvements
5. Number of curb ramps
6. Square feet of green street infrastructure and other stormwater treatments
7. Number of street trees
8. Total funding allocated to Complete and Green Streets projects

#### F. REPORTING REQUIREMENTS

One year from the effective date of this Policy, and annually thereafter, the Planning Department and City Engineer shall submit a report to the City Council on the progress made in implementing this Policy that shall include the following:

1. Baseline and updated performance measures as described in Section (E)
2. A summary of all Transportation Projects planned or undertaken and their status
3. Any recommendations for improving implementation of this Policy